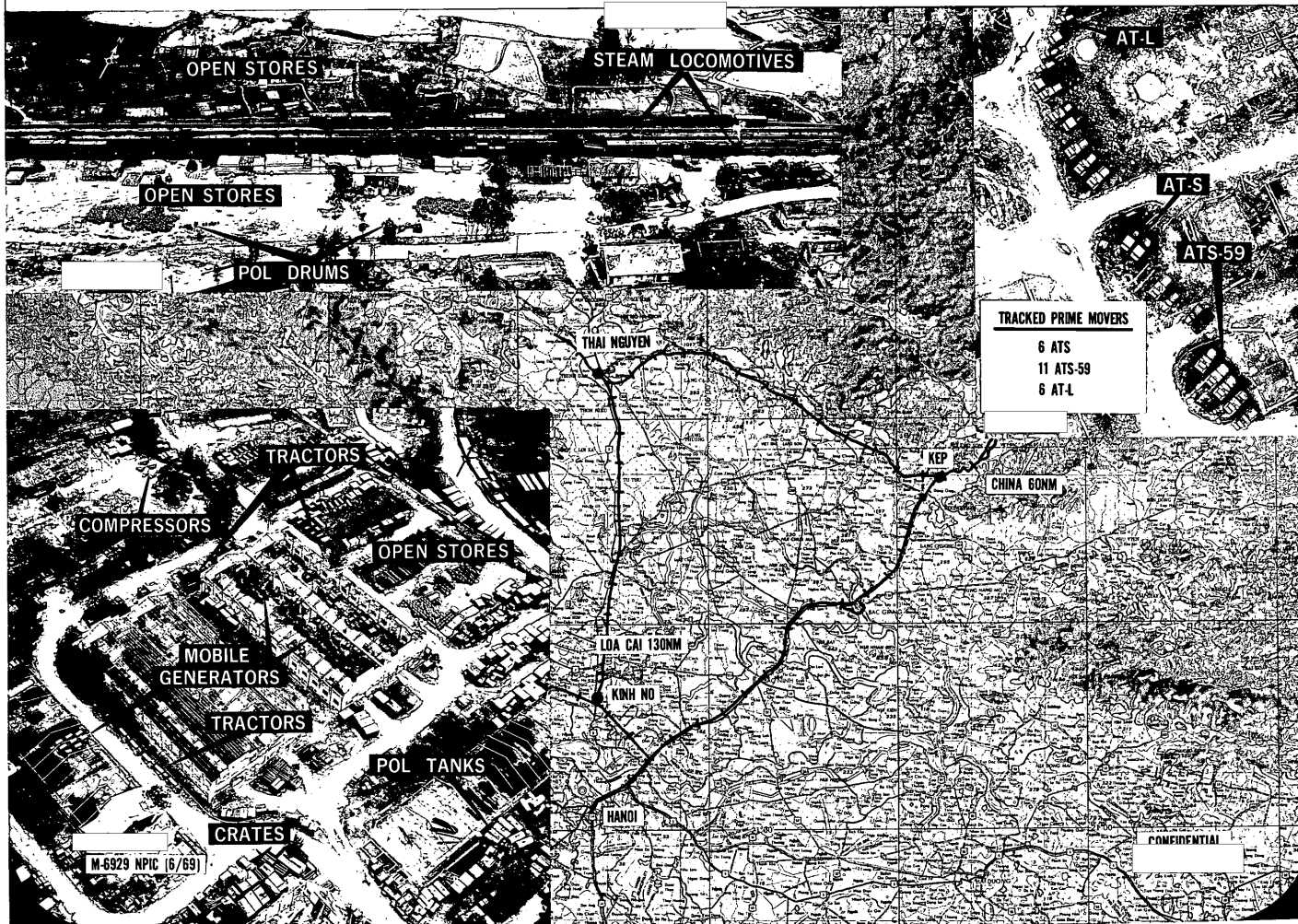


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TRANSSHIPMENT AND STORAGE ACTIVITY KINH NO, NORTH VIETNAM 21-08N 105-51E



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[REDACTED]
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REFERENCE: [REDACTED]

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TRANSSHIPMENT AND STORAGE ACTIVITY
KINH NO, NORTH VIETNAM
2108N 10551E
[REDACTED]

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1. SIGNIFICANCE:

THIS BRIEFING BOARD DEPICTS TRANSSHIPMENT AND STORAGE ACTIVITY
ALONG THE MAJOR RAIL LINE FROM CHINA TO HANOI.

2. LOCATION:

7.0 NM NORTH OF HANOI IN THE HANOI-THAI NGUYEN RAIL SEGMENT.

3. MISSION READOUT:

PHOTOGRAPHY [REDACTED] REVEALS TRANSSHIPMENT ACTIVITY
IN THE KINH NO RAIL YARD AND EXTENSIVE STORAGE OF GOODS AND VEHICLES WITHIN THE
KINH NO COMPLEX. THE STORAGE CONSISTS PRIMARILY OF OPEN STORES, VEHICLES,
CRATES, AND STACKED GOODS. TWO STEAM LOCOMOTIVES AND 70 PIECES OF MIXED ROLLING
STOCK ARE LOCATED WITHIN THE RAIL YARD. AT LEAST 30 LIGHT AND MEDIUM TRACKED
PRIME MOVERS (AT LEAST 7 NOT SHOWN ON GRAPHIC) ARE PARKED WITHIN THE STORAGE
AREA. A DISASSEMBLED T-34 TANK (NOT SHOWN ON GRAPHIC) IS PARKED WITHIN A DAMAGED
BUILDING. MANY OF THE FOUNDATIONS OF THE DAMAGED BUILDINGS ARE BEING USED AS
PLATFORMS FOR STACKED SUPPLIES. REPAIR ACTIVITY IS EVIDENT ON THE ROOFS OF MANY OF

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GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

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REFERENCE [REDACTED]

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THE DAMAGED BUILDINGS. OPEN STORAGE OF MORE THAN 100 MOBILE GENERATORS, COMPRESSORS, TRACTORS, PIPE, DRUMS, CRATES AND ASSORTED STACKED GOODS IS OBSERVED THROUGHOUT THE COMPLEX.

4. REMARKS:

THE BULK OF CHINA-NVN RAIL TRAFFIC HAS BEEN OBSERVED WITHIN THE KEP-THAI NGUYEN-HANOI RAIL TRIANGLE OF THE HANOI DONG DANG RAIL LINE. CARGO ARRIVING AT DONG DANG FROM CHINA IS SENT SOUTH THROUGH KEP TO THE THAI NGUYEN AREA WHERE IT IS EITHER HELD OR SENT SOUTH. OF THE TRAINS GOING SOUTH SOME CARRY POL TO THE VICINITY OF PHUC YEN AIRFIELD, OTHERS CONTINUE SOUTH TO STORAGE AREAS AT DONG ANH (2110N 10552E), KINH NO AND OTHER FACILITIES ALONG THE RAIL TRIANGLE. VEHICLES, EQUIPMENT AND GOODS ARRIVING AT KINH NO ARE EITHER STORED OR DISTRIBUTED TO FACILITIES AROUND HANOI, OR MOVED FARTHER SOUTH.

[REDACTED]
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MAP REFERENCE: NF 48-11 SERIES L7014 SHEET 6151 II

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